

A. Control Measure under Consideration	B. Summary Description of Measure	C. Program/Measure Status	D. Specific Implementation Date	E. VOC Reduction	F. NOx Reduction	G. Resources (FTE's, \$\$)	H. Additional Information
Upper Savannah, SC (Designated - Attainment) - Greenwood County							
Gas Can Exchange Event							
GREENWOOD COUNTY							
Based on stakeholder consultation and taking into consideration resource and political constraints, the following emission reduction strategies remain under consideration. The County will continue to evaluate the air quality within the county and may implement one or more of the following measures under consideration.							
Land Use - Mixed-Use Development							
Goal - "The location of stores, restaurants, offic							
Allow Mixed-Use Developments	Revise Development Standards to Allow Mixtures of Land Uses in Zoning Districts	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Develop Incentives for Mixed-Use Developments	Revise Development Standards to Provide Incentives for Mixed-Use Developments	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Encourage Home Occupations	Revise Development Standards to Encourage Home Occupations	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Encourage Housing in/near Large-Scale Commercial Developments	Revise Development Standards to Encourage Housing Near Service Areas	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Encourage Incentives for the Inclusion of Pedestrian and Bike Paths	Revise Development Standards to Include Incentives for Alternative Modes of Transportation	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							See Comment #3
-- Lessens Vehicle Trips							
-- Encourages Alternative Modes of Travel							
-- Promotes Bicycle and Pedestrian Travel that Could Replace 18 to 25% of Vehicle Trips							
-- Reduces Energy Consumption by up to 30% if 1 in 10 trips for Shopping or Personal Business was Made on Foot							
-- Savings of 50% of Auto-Related Energy can be Realized when New Residential Developments include Higher Density Housing							
Land Use - Compact Development and Clustering							
Goal - "To concentrate development, thus reduci							
Allow Compact Development and Clustering	Revise Development Standards to Allow Developers Incentives to Cluster Residential Units Together	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Provide Tax Incentives/Fee Reductions for Compact and Cluster Projects	Revise Development Standards to Provide Reductions in Fees for Cluster Projects	Ongoing Discussion	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Shortens Vehicle Trips							
-- Reduce Summer Air Temperatures by Reduced Impervious Surfaces							
-- Provides Efficient Use of Public Services in a Small Geographic Area							
-- Reduces Vehicle Miles Traveled by 25 to 30% when Density is Doubled							
Transportation - Street and Parking Design							
Goal - "Provide Energy-Efficient Standards for Road Design and Layout, Construction Techniques and Materials, Traffic Optimization and Parking Design"							
Develop Provisions for Safe and Convenient Pedestrian and Bicycle Travel	Develop Sidewalk and Pedestrian Plan Which Outlines Proposed Alternatives to Alternative Travel	Ongoing Discussion	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Continue to Upgrade Traffic Signal Optimization Measures	Assist SC DOT to Upgrade Traffic Signals for Travel Efficiency	Ongoing	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Evaluate Street Design Standards to Promote Energy Efficiency	Revise Development Standards to Include Design Standards that Promote Energy Efficiency	Ongoing Discussion	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Encourages Alternative Modes of Travel							
-- Optimizes Travel							
-- Shortens Vehicle Trips by Providing Shorter and More Direct Routes							
-- Reduces Vehicle Miles Traveled by up to 60% When Traditional Street Networks are Used							
-- Reduces Vehicle Speeds by Utilizing Appropriate Sizing and Design of Streets							
-- Reduces Ambient Air Temperatures Through Reduced Impervious Surfaces							
-- Reduces Traffic Congestion and Fuel Consumption by up to 19%							
Transportation - Multi-Modalism							
Goal - "Individual Transportation Modes Working Together to Provide Alternatives such as Mass Transit, Rail, Bicycle, or Pedestrian Travel"							
Encourage Alternative Modes of Transportation in New Developments	Revise Development Standards to Encourage Sidewalks, Bike Trails, etc. in Developments	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3

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Provide for Pedestrian and Bicycle Paths in New Developments	Revise Development Standards to Encourage Sidewalks, Bike Trails, etc. in Developments	Complete	April 2004	directionally sound	directionally sound	n/a	See Comment #3
Encourage New Development to Connect Transportation Facilities Together	Revise Development Standards to Connect Developments Together to Promote Transportation Linkages	Complete	May 2004	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Provides Alternatives to Vehicle Trips							
-- Eliminates up to 3% of all Personal Vehicle Trips and Reduces Fuel Use by More Than 1% if Trips 5 Miles or Less Were Made by Bike or on Foot							
-- Reduces Total Vehicle Trips From 2 to 5% if 20 to 50% of Trips Less than 1/2 Mile Were Made on Foot or by Bicycle							
Transportation - Travel Alternatives							
Goal - "Reduce Vehicular Traffic and Conserve Energy through the Use of Advanced Technology and Workplace Practices"							
Encourage Telecommuting and Home Occupations	Revise Development Standards to Encourage Individuals to Work From Home	Ongoing	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Develop Partnerships for the Enhanced Usage of Teleconferencing Facilities	Develop a Feasibility Study for Local Organizations to Develop Teleconferencing Facilities	Ongoing	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Reduces One Round Vehicle Trip for Each Day a Worker Telecommutes							
-- Removes Extended Vehicle Trips for Meetings and Training Held at Local Teleconferencing Facilities							
Environmental - Alternative Fuels							
Goal - "Reduce Traditional Gasoline and Diesel Fuel Usage Through Alternative Methods"							
Educate the Public on Availability and Benefits of Alternative Fuels	Develop Public Meetings, Ads, Brochures to Address the Educational Needs of the Local Community	Ongoing	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Promote the Usage of Alternative Fuels by Local Governments and Agencies	Develop an Alternative Fuel Fleet Program that Analyzes and Promotes Fuel Efficiency	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Incorporate the Use of Alternative Fuels into Local Government Operations	Develop a Fuel Efficiency Program that Evaluates the Benefits of the Use of Alternative Fuels	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Reduces Impacts to the Environment							
Community Facilities - Administration, Policies a							
Goal - "To Serve as a Community Example Thro							
Continue to Enforce Speed Limits	Assist City, County and SCHP in the Enforcement of Local Speed Limits	Ongoing	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Develop a Comprehensive Energy Conservation Program (CECP)	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Expand and Promote Teleconferencing Facilities	Develop a Feasibility Study for Local Organizations to Develop Teleconferencing Facilities	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Promote the Use of Alternative Modes of Travel by Employees	Develop Public Meetings, Ads, Brochures to Address the Educational Needs of the Local Community	Ongoing	Ongoing	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Reduces Energy Costs by as Much as 15% Without Affecting the Level of Service							
-- Reduces Energy Waste and Promotes Conservation through Employee Education							
-- Reduces Vehicle Trips by Alternative Modes of Travel, Carpooling, Telecommuting, and Teleconferencing							
Community Facilities - Site Location							
Goal - "The Selection of Sites for New Communi							
Locate New Facilities Near Transit, Bicycle and Pedestrian Facilities	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Locate New Facilities Near Mixed-Use Developments	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Work with School Districts and Other Govt Organizations in Site Selection	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Provides Alternatives to Vehicle Trips							
-- Reduces Vehicle Traffic When Similar Uses are Located Together and Within Adequate Walking Distance							
-- Reduces Vehicle Trips When Additional Uses are Clustered Together Within Close Proximity							
Community Facilities - Fleet Efficiency							
Goal - "To Optimize Fleet Vehicles (Equipment, Systems, Maintenance and Management Procedures) Based on Energy Standards"							
Replace Older Vehicles with More Energy-Efficient Models	Develop an Alternative Fuel Fleet Program that Analyzes and Promotes Fuel Efficiency	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Provide Regular Maintenance for Vehicles	Develop a Fuel Efficiency Program	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3

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Assign Vehicles Appropriate to the Task	Develop a Fuel Efficiency Program	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Train Maintenance Staff in Procedures that Will Save Energy	Develop a Fuel Efficiency Program	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Train Personnel in Fuel Efficient Driving Techniques	Develop a Fuel Efficiency Program	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Incorporate the Use of Alternative Fuels Within the Fleet System	Develop an Alternative Fuel Fleet Program that Analyzes and Promotes Fuel Efficiency	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Increases Fuel Efficiency Through Operation Procedures and Practices							
-- Improves Fuel Economy From 1 to 5% Through Regular Maintenance							
-- Increases Energy Savings Over Time Through the Replacement of Older Vehicles and Assigning Vehicles to the Correct Purpose							
Economic Development - Revitalization and Infill							
Goal - "To Reduce Energy Costs through the Use of Existing Properties in Close Proximity to Existing Infrastructure"							
Encourage Economic Development Efforts to Reuse Existing Properties	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Develop Database on Vacant, Underutilized Properties	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Develop Incentives for the Reuse or Infill of Existing Properties	Develop CECP to Evaluate Energy Conservation Programs for Implementation	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Provides Alternatives to Vehicle Trips							
-- Reduces Vehicle Traffic When Similar Uses are Located Together and Within Adequate Walking Distance							
-- Reduces Vehicle Trips When Additional Uses are Clustered Together Within Close Proximity							
Community - Planning Programs							
Goal - "To Identify Programs and Actions that Can Reduce Ozone Production and Minimize the Associated Hazards"							
Develop Seasonal Ozone Awareness Program (SOAP) including:	Develop SOAP	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Promotion of Employee Education and Action							
Development of Educational Materials/Brochures for Disbursement							
Public Service Announcements							
Notification of Health Warnings							
Notification of Open Burning Bans							
Notification of Small Engine/Lawn Mower Warnings							
Notification of Engine Idling Warning s							
Promotion of Ozone Awareness Through Public Presentations							
Develop Ozone Reduction Action Plan (ORAP) including:	Develop ORAP	Ongoing Discussion		directionally sound	directionally sound	n/a	See Comment #3
Appointment of Ozone Action Coordinator							
Idling Restrictions							
Lawn Mower/Small Engine Restrictions							
Postpone Refueling to Evening Hours							
Transition to Alternative Work Schedules and Flexible Lunch Hours							
Develop an Energy Element to the Comprehensive Plan	Develop Energy Element that Outlines the Energy Usage throughout the County and Plans for the Future Needs of the County's Energy Demand	Complete	March 2004	directionally sound	directionally sound	n/a	See Comment #3
Benefits to Reduce Ozone							
-- Assists EPA and SCDHEC in Public Notifications and Education							
-- Reduces Greenwood County's Impacts on the Environment							

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<p>Comments:</p> <p>1. December 2004 - SC EAC SIP - activity not quantified for several reasons (first) in accordance with EAC Protocol, after all adopted Federal and State controls were accounted for in the modeling, it was determined that local controls were not necessary to demonstrate attainment of the 8-hour ozone standard. Measures were submitted by the local areas to show their continued support and commitment to the EAC process. (second) this activity is directionally sound and should provide air quality benefits and in some cases measurable results. The progress toward implementing this activity and the benefits derived will be documented as a part of the ongoing reporting requirements.</p> <p>2. December 2003 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac.html - additional information provided by the county to include "findings", "advantages/disadvantages", "recommendations", "costs", etc....</p> <p>3. March 2004 - Local Early Action Plan - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0304.asp</p> <p>4. June 2004 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0604.asp</p> <p>5. December 2004 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_1204.asp</p> <p>6. December 2004 - SC EAC SIP - Including Appendix 8 (Local Early Action Plans and the Air Quality Awareness and Improvement Policy) and Appendix 16 (County Level Emission Reductions and Descriptions for the Ozone EAC Areas)- See - http://www.scdhec.gov/eqc/baq/html/eap_sip.html</p> <p>7. April 20, 2005 - Correspondence to Mr. Palmer including clarifying supplemental information to the EAC SIP submittal of December 2004. - See - http://www.scdhec.gov/eqc/baq/html/eap_sip.html</p> <p>8. June 2005 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0605.asp</p>							